

## FIRE IN NASHVILLE

## Tremendous Destruction of Government Property.

**Loss Eight to Ten Millions  
of Dollars.**

Have Perished in the Flames,  
 &c., &c., &c.

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NASHVILLE, TENN., June 10, 1865.

At about two o'clock this morning the extensive building used for quartermaster's and commissary stores, on

The fire is supposed to have caught from the sparks of a locomotive which was on the track, running lengthwise with the building. These sparks fell into the cellar, and soon the flames began to spread.

Captain W. W. Wainwright, in charge of the building had two or three streams of water on the fire before the arrival of the firemen.

These, however, soon rallied to the scene of the conflagration, but found it impossible to stay the fury of the flames until half of the immense building was entirely

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These, however, soon rallied to the scene of the conflagration, but found it impossible to stay the fury of the flames until half of the immense building was entirely destroyed. The other half, filled with commissary stores, was saved from destruction only by the most strenuous

The loss to the government is estimated at from four to five millions of dollars.

Several dwellings caught the scene of the fire, with their contents, were also destroyed.

So great was the heat from the flames that an approach to the burning building were almost impossible.

Two or three of the employees of the quartermaster's department are supposed to have perished in the flames.

LATER.

The destruction of government property at the great fire to-day it is now believed will amount to from eight to ten millions of dollars.

Within the walls of the quartermaster's building were stores sufficient to supply an army of eighty thousand men for two years.

The quantity of rope alone consumed was valued at upwards of one million of dollars.

The building was the largest in the country, being eight hundred feet front and two hundred feet deep. It was partitioned off by fire walls, which were suggested and built by General J. I. Donaldson. By this precaution a large part of the building, five hundred feet front, was saved from destruction.

Various rumors are afloat as to the cause of the fire, some maintaining it was the work of an incendiary, and

offers that it was the result of accident.  
A court of inquiry will investigate the matter.  
The fire spread so rapidly that the building was almost  
one sheet of flame before the firemen could get to work  
on it.

**WRECK OF THE ADMIRAL DUPONT.**

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**She is Run Down by a  
British Ship.**

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**FIFTEEN TO TWENTY LIVES LOST.**

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**NAMES OF HER PASSENGERS,**  
**&c., &c., &c.**

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The mystery which yesterday enshrouded the fate of the Admiral Dupont and her passengers and crew has been dispelled. She was sunk by a British ship, which came in collision with her on the 8th inst., sending her and fifteen or twenty of her crew to the bottom in ten minutes.

The Admiral Dupont, Captain S. Pepper, sailed from New York on the 7th inst., at one o'clock P. M., for For-

tree Monroe and City Point. She had on board a crew of about thirty men all told, and twenty steered passengers. The following are the names of the passengers, all of whom were soldiers, and the designations of the regiments of which they were members:—

Corporal J. Dutton, Twelfth Connecticut.  
A. C. Lee, Seventh Connecticut.  
C. Phillips, Forty-seventh New York.  
E. Hayes, Fourth New Hampshire.  
J. Byrne, Seventeenth Massachusetts.  
Sergeant J. Bolton, Forty-eighth New York.  
W. Ferry, Forty-eighth New York.  
Sergeant J. Henky, Forty-eighth New York.  
J. McMahon, Forty-eighth New York.

J. N. Nesbitt, Forty-eighth New York  
J. B. Albright, Forty-eighth New York  
P. J. Mahony, Forty-fifth New York  
S. Duncan, Forty-eighth New York  
S. V. Owen, Forty-eighth New York  
J. Barnes, Forty-eighth New York  
William Cocklin, Forty-eighth New York  
Owen Reilly, Third New York  
J. Donohue, Forty-seventh New York  
John S. Call, One Hundred and Fifty-fifth New York  
P. Burns, One Hundred and Fifty-fifth New York

The names of the crew are not known. There were various rumors in circulation concerning the fate of the steamer, all the result of fear or idle speculation. One was that she was blown up by ammunition alleged to be on board; another, that her boiler exploded, and many others. These impressions seem to have been originally formed by the crews of the vessels which first brought the intelligence of the wreck of the steamer to the city. These ideas were set at rest, however, by the circumstance, ascertained at the Quartermaster's office,

The ship *Sadawaka* (British, Stewart, from Philadelphia for London) is ashore on the end of the island and had pulled out to sea at 10 o'clock of June 18 and sank the steamer *Admiral Du-*

This dispatch was publicly posted in the newsmag and the newspaper of interest and observation. It was the only intelligence received under such circumstances was a relief to many who feared that all on board the unlucky steamer might have perished. A second incident occurred in the latter part of this vessel's voyage. The captain bore in mind the warning to the effect that he had a presentiment of some kind that an accident would befall her on the trip, and that he would not put her on that trip. Who will explain such coincidences?

rimmer, but, being captured and sold, was in the service of the enemy. She was an iron-hulled steamer, of the wheel boat of about five hundred tons burden, and was considered safe and staunch. Her estimated worth was \$75,000, and she was insured for about \$50,000. The following particulars contain some additional particulars of the disaster:—

BOSTON, June 10, 1865.

The steamer Admiral Dupont, from New York for Fortress Monroe, was ran into and sunk by the ram of the 4th inst. by the British ship *Siadacous*, from Philadelphia for St. John, N. B.

The steamer sank in ten minutes after the collision. The crew and passengers, with the exception of fifteen or twenty, were saved.

Captain Simon Pepper and all the officers of the

The names of the lost are as yet unknown. The *Stadcomra*, having sustained considerable damage by the collision, was run ashore on Smith's Point, Nantucket, where she remains in a bad position.

**Disaster to the Gunboat Gettysburg.**  
PROVIDENCE, R. I., June 10, 1908.

The gunboat *Gettysburg*, from Boston for New York, with an iron monitor in tow, struck on Fisher's Island reef on Friday evening. The monitor went over the reef and anchored inside. The gunboat had her bows stove, and returned to Newport, leaking badly.

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At about two o'clock this morning the extensive building used for quartermaster's and commissary stores, on the corner of Summer and Broad streets, known as Taylor's Depot, was discovered to be on fire.

These, however, soon rallied to the scene of the conflagration, but found it impossible to stay the fury of the flames until half of the immense building was entirely destroyed. The other half, filled with commissary stores, was saved from destruction only by the most strenuous exertions of the firemen.

contents, were also destroyed.

So great was the heat from the flames that an approach to the burning building were almost impossible.

Two or three of the employees of the quartermaster's department are supposed to have perished in the flames.

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The mystery which yesterday enshrouded the fate of the *Admiral Dumas*, yet has remained, and seems to

The Admiral Dupont, Captain S. Popper, sailed from New York on the 7th inst., at one o'clock P. M., for Fortress Monroe and City Point. She had on board a crew of about thirty men all told, and twenty stevedore passengers. The following are the names of the passengers, all of whom were soldiers, and the designations of the regiments of which they were members:—

J. Hayes, Fourth New Hampshire.  
 F. Byrnes, Seventeenth Massachusetts.  
 Sergeant J. H. Holman, Forty eighth New York.  
 C. W. Peck, Forty eighth New York.  
 Sergeant J. Henky, Forty eighth New York.  
 J. McMahon, Forty eighth New York.  
 J. N. Nesbitt, Forty eighth New York.  
 W. H. Alburtis, Forty eighth New York.  
 P. J. Mahony, Forty eighth New York.  
 S. Duncan, Forty eighth New York.  
 S. V. Owen, Forty eighth New York.  
 J. Barnes, Forty eighth New York.  
 William Conklin, Forty eighth New York.  
 Owen Reilly, Third New York.

The names of the crew are not known. There were various rumors in circulation concerning the fate of the steamer, all the result of fear or idle speculation. One was that she was blown up by ammunition alleged to be on board; another, that her boiler exploded, and many others. These impressions seem to have been originally formed by the crews of the vessels which first brought the intelligence of the wreck of the steamer to the city. These ideas were set at rest, however, by the information obtained at the Qing dynasty consulate.

pressure that an explosion of a boiler is simply out of the question. The only cargo the steamer had on board of which was coal sufficient to take her to her destination and about two o'clock yesterday afternoon she felt a yawning dispatch was received, which was the first definite intelligence concerning the fate of the unfortunate craft which reached the city:—

NANTUCKET, June 10, 1865.

The ship *Stadcona* (British), Stewart, from Philadelphia for St. John, N. B., is ashore on the end of the wharf in a bad position. Her crew is saved. On the fifth of June she left Philadelphia, and on the sixth of June she was informed that she was ashore on the end of the wharf in a bad position. Her crew is saved. On the fifth of June she left Philadelphia, and on the sixth of June she was informed that she was ashore on the end of the wharf in a bad position. Her crew is saved.

The steamer *Admiral Dupont* was formerly a block-

The following despatch contains some additional particulars of the disaster:—

Boston, June 10, 1865.

The steamer Admiral Dupont, from New York for Portmore Monroe, was run into and sunk on the night of the 8th inst. by the British ship *Sandwich*, from Philadelphia for St. John, N. H.

The steamer sank in ten minutes after the collision. The crew and passengers, with the exception of fifteen or twenty, were saved.

Captain, Sirro Wagner and all the officers of the

The **Stadacoma**, having sustained considerable damage by the collision, was run ashore on Smith's Point, Nanucket, where she remains in a bad position.

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**Disaster to the Gunboat Gettysburg.**  
PROVIDENCE, R. I., June 10, 1864.

The gunboat **Gettysburg**, from Boston for New York, with an iron monitor in tow, struck on Fisher's Island reef on Friday evening. The monitor went over the reef and anchored inside. The gunboat had her bows bent and destroyed. No report, further than the